## RESTORATION OF SPIRE, ST. JAMES'S CHURCH, CLERKENWELL.

St. James's, Clerkenwell, was built in 1788—92, and stands on part of the site of the church formerly belonging to the priory called *Ecclesia Beatæ Mariæ de Fonte Clericorum*, for nuns of the order of St. Benedict, founded in the year 1100. The priory was suppressed 26 Henry VIII., and, after passing through various hands, the church, by purchase, became vested, in 1656, in trustees, for the use of the parishioners of the parish.

For some months past the spire of the church has been in a dangerous state, and the hurricane in March last throwing off the vane, rendered it necessary that steps should be taken to rebuild it. The trustees accordingly gave instructions to Mr. W. P. Griffith, architect, to prepare drawings and a specification, and to obtain tenders from masons for executing the works; these were submitted to the trustees, who accepted the lowest offer, which was Messrs. Hemmings and Foster's.

Upon taking down the spire it was found that the iron cramps had become oxidized and had burst, leaving the joints of the masonry open; the stones facing the W. and S.W. were much decomposed, but those towards the N.E. had the tool marks perfect. In the rebuilding, the hardest stones were placed opposite the S.W., and all deficiency made good with new Portland stone; each joint was saddle-jointed, and in every joint were inserted iron dove-tailed cramps enveloped in sheet copper (soldered) and run with lead.* The spire is hollow, and its sides about 10 inches thick, and a new solid course of Portland stone has been now introduced about mid-way, and the spindle passes through this, and is secured with a nut; the spindle has also been painted and wrapped in lead. Between the solid course and the capstone were deposited lists of the trustees, guardians, and voters of the borough of Finsbury. The vane is a new one of copper, 6 feet long by 2 feet deep, which, with the staff 12 feet 2 inches long, has been gilt. The new lightning conductor is 180 feet long, and passes from the vane to below the foundation, and terminates in a fureated form; it is of wrought solid copper, cylindrical, and ¾ inch in diameter; the huldfasts are of glass, and let into the masonry. Portland cement has been used for the masonry, and the lightning conductor and all metal work have been painted with anti-corrosion lithic paint.

* We offer no opinion on this arrangement of the cramps; any statement of results where such have been used would be useful.

## CHURCH BUILDING.

St. Nicholas Church, Witham, is to be roofed with slates, and otherwise repaired. The organ-gallery is to be taken down, and the lower part of the church repaired. All Saints' Church parsonage is progressing towards completion.——The new Church at Wickham Bishops is being covered in.——The repair and restoration of the chancel of Soham Church have been completed. Messrs. Bonomi and Cory, of Durham, were the architects, and the expense was incurred by the rector and vicar. Mr. T. Dickens, of Durham, was the clerk of works. The floor is paved with Minton's encaustic tiles, made from designs by the architects. In cleansing the walls some paintings were discovered, and have been preserved. Two new windows have been added on the south-east side, and the large east window is restored. The carved work, screen, ceiling, stalls, sedilia, &c., have also been restored.——The idea of erecting a new district church at Winchester as a chapel of ease to St. Peter's Colebrook, &c., seems to be giving way to a desire for the restoration or rebuilding of St. Peter's itself, the site of which has been offered by Mr. Filer for the purpose.——A church-rate of 2d. in the pound for the repairs of Bideford Church has been most grudgingly granted. The churchyard is in a shameful state, and a rate was proposed for inclosing it, but was not acceded to.——The laying of the first stone of St. Jude's Church, Moorfields, Sheffield, will shortly take place, the architect, Mr. Mitchell, having got possession of the site.——On Friday week Ellesmere parish church was re-opened. The cost of restoration is said to have been 8,000*l.*, the subscription list having been headed by 3,500*l.* from the Bridgwater family, 500*l.* from Mr. C. K. Mainwaring, and other handsome sums.——A new Roman Catholic Church, to be dedicated to St. George, the patron of England, is about to be erected at York. This church is intended to be one of two or three which it is proposed to erect in that city. It will be in the style of the Decorated period, and is to accommodate about 700 persons.——On 11th inst. the new church of St. Mary the Virgin, in Ozenhope, was consecrated. It is built in the very early Norman style, with semi-circular arches, narrow windows, and massive walls. It consists of a tower, nave, north aisle, and chancel. The arch of the latter is inlaid with highly glazed encaustic tiles; the floor of the chancel outside the altar rails is laid with blue and red tiles of Minton's manufacture; within the rails they are encaustic; the windows of the chancel are of stained glass; those of the body of the church are each of one piece of plate glass. The design was prepared by Messrs. Bonomi and Co., of Durham.

## RAILWAY JOTTINGS.

The following table, compiled from official returns, will show the state of most of the main lines as to traffic during one week in October of the present and past year, and, in some cases, the dividend per cent. paid for 1848:—

| Div. | Name of Railway. | In 1849 | In 1848. |
|---|---|---|---|
| — | Aberdeen | £523 | £428 |
| — | Caledonian | 6,705 | 5,010 |
| — | Chester and Holyhead | 1,808 | 1,870 |
| 6 | Dublin and Kingstown | 708 | 669 |
| 4 | Eastern Counties* | 15,448 | 17,171 |
| 8 | Edinburgh and Glasgow | 3,958 | 4 187 |
| 4 | Glasgow, Paisley, and Ayr | 3,017 | 3,720 |
| 5½ | Great Western | 21,107 | 21,200 |
| 7 | London and North-Western | 43,079 | 44,132 |
| 8½ | London and Blackwall | 691 | 804 |
| 3½ | London and South Coast | 11,002 | 10,505 |
| 5½ | London and South-Western | 10,392 | 10,942 |
| 5 | Manchester, Sheffield, and Lincolnshire | | 3,027 |
| 5½ | Midland and Bristol and Birmingham | 23,423 | 23,956 |
| — | North British | 2,180 | 2,642 |
| 6½ | Scottish Central | 1,721 | 1,304 |
| 8½ | South-Eastern | 12,003 | 14,281 |
| 7 | York, Newcastle, and Berwick | 12,898 | 13,938 |
| 7 | York and North Midland | 6,859 | 10,003 |

——Some of the Railway Companies, says *Herapath*, are in a great hurry to take advantage of the Government disposition to buy or take their lines, and have quietly tendered them to pay 3 per cent. A great deal of negotiation, we hear, is very quietly and snugly carrying on.——The system of sub-letting contracts three or fourfold, the dishonesty of gangers, and the want of all other responsibility to the poor labourers who are duped, is at present exciting no little commotion at Cardiff and Merthyr. The local *Guardian* appeals to Boards of Directors, failing chief engineers, for the protection of the workmen, some of whom have been quite outrageous at the treatment they have been receiving in that quarter. "A ruinous competition is everywhere going on," says the *Liverpool Standard*, referring to this contract system. "Every man is seeking to undersell and to supplant his neighbour; and our very largest purchasers, our public boards and corporations, even the legislature itself, encourage the practice, and invite tradesmen to ruin themselves or each other by the system of contracting for every article supplied to them, and every species of work done. We see every day men taking such contracts at prices which leave, if any, the bare shadow of profits, to be wrung too often from decrease of the wages of their miserable working people, and sometimes from the substitution of inferior for first-class goods; and how often do we see such contracts result in ruin to those engaged in them.——The Windsor line, lately opened, runs most of its length from Slough on an embankment to within a quarter of a mile of Windsor, where a viaduct carries it, by a continuous curve, into the centre of the town. This viaduct is between 5,000 and 6,000 feet long, and in the middle of it is a bridge of novel construction, designed by Mr. Brunel, with a span over the Thames of 187 feet, so as to allow of vessels passing in sail. The station at Windsor abuts close on the High-street, and is 230 feet long, with an iron roof of 70 feet span.——It is in contemplation to construct a railway from Halesworth, by Framlingham, to Ipswich, and at Framlingham to erect capacious granaries and warehouses.——Mr. Fairbairn, C.E., has been invited by the Prussian Government to offer his advice and assistance in connection with an important work about to be undertaken in Rhenish Prussia. It has been determined that the Rhine shall be no longer a barrier to an uninterrupted railway communication between the shores of the German Ocean and the great cities of central Germany; and the neighbourhood of Cologne has been selected as the fittest site for effecting this junction. Chevalier Bunsen, while in Manchester lately, became deeply interested in the system of bridge building which Mr. Fairbairn has carried out by the employment of wrought-iron as a material for the construction of great girders; and expressed his conviction that this system was, perhaps, the only one calculated to meet the requirements of his government and the corporate authorities of Cologne. Mr. Fairbairn has been called to Berlin to submit his design to the King of Prussia and the local authorities. It has hitherto been considered an impossibility to erect permanent structures able to withstand the enormous masses of ice brought down from the Alps.

* Including Northern and Eastern, and Norfolk; length of combined lines from 17th August, 1847, 277½ miles; from 2nd April last, 293 miles.

## PROPOSED SITE FOR THE NEW BRIDGE AT WESTMINSTER, COMBINED WITH IMPROVEMENTS IN THE IMMEDIATE NEIGHBOURHOOD.

A correspondent says:—It is proposed, both for the sake of affording a better view of the new palace, and diverting the great traffic of Westminster-bridge from the immediate vicinity of the Houses of Parliament, to rebuild the bridge a little farther north, commencing on the Surrey side at a spot immediately opposite the wharfs in Cannon-row, having the Board of Control for its southern boundary on the Middlesex shore. This will cause the removal of the block of houses between Derby-street and Richmond-terrace, but at the same time afford sufficient space for a row of houses looking south, of a similar character, and thus giving a handsome approach to the bridge on the north side. It will then be requisite to open Charles-street to the south of Great George-street, having an outlet into St. James's-park, and terminating with a drive leading by a curve to the Bird Cage-walk. By the clearance of the houses in Charles-street an opportunity would be afforded of appropriating that space to the purpose of the depôt for records, connected as it might then be with the State Paper Office, and returning along the west side of King-street to the ground so many years lying waste in Downing-street, and reserved for Government offices. When these plans shall have been carried out it will be found necessary to remove the block of houses in Parliament-street north of Charles-street, and possibly at some future time the entire mass towards the Houses of Parliament. As so much of importance depends on the selection of a proper site for the bridge, and the matter has been referred to Sir John Burgoyne, his report is looked for with no small anxiety.

## DRAINAGE OF THE METROPOLIS.

The time has now arrived when this great metropolis can no longer defer possessing a comprehensive and a perfect system of drainage; and to accomplish this, three conditions must be observed, viz.:—

1. The non-pollution of the river Thames; with an injunction to prevent the discharge of a single sewer, house drain, &c., thereinto.

2. The demon of foul sewerage must have the focus and discharge of his interior veins, with his venomous and pestilential breath, and consequent effluvia and noxious gases, hermetically sealed within his own body, and discharged by one grand embouchure, far distant from the inhabitable precincts of this great Babylon, and the product there manufactured for productive purposes.

3. An unlimited supply of pure water, forced by high pressure to every house, street, court,